

2005
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Jurisdiction Report

10

Bland County

Prepared By
Virginia Department of Transportation
Traffic Engineering Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.






QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Frontage Road (F precedes frontage route number)	
	Secondary Route	

















Special Routes

	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.












Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: Smyth County Line															
	Bland County	9.58	160	G	92%	2%	1%	1%	4%	0%	C	0.121	F	0.565	170	G
	To: 10-622 West of Ceres															
	Bland County	5.39	430	G	92%	2%	1%	1%	4%	0%	F	0.093	F	0.762	440	G
	To: US 52 West of Bland Court House															
	Bland County	3.97	2000	G	96%	1%	1%	1%	1%	0%	F	0.086	F	0.76	2000	G
	To: I-77 West of Bland Court House															
	Bland County	0.91	3900	G	95%	1%	2%	0%	1%	0%	F	0.088	F	0.54	4000	G
	To: US 52 Bland Court House															
E Bluegrass Trl	Bland County	10.25	1800	G	96%	1%	1%	1%	1%	0%	C	0.1	F	0.527	1900	G
	To: 10-738 Mechanicsburg															
	Bland County	3.08	760	G	96%	1%	1%	1%	1%	0%	F	0.111	F	0.815	780	G
	To: 10-606															
	Bland County	2.30	1200	G	96%	1%	1%	1%	1%	0%	F	0.117	F	0.825	1200	G
	To: Giles County Line															
	From: Wythe County Line															
	Bland County	4.18	250	G	96%	1%	1%	1%	1%	0%	F	0.119	F	0.552	250	G
	To: SR 42 West of Bland C.H.															
	Bland County	3.97	2000	G	96%	1%	1%	1%	1%	0%	F	0.086	F	0.76	2000	G
	To: I-77 West of Bland C.H.															
	Bland County	0.91	3900	G	95%	1%	2%	0%	1%	0%	F	0.088	F	0.54	4000	G
	To: SR 42 Bland C.H.															
	Bland County	4.58	930	G	95%	1%	2%	0%	1%	0%	F	0.115	F	0.679	960	G
	To: 10-615 S															
	Bland County	2.05	1700	G	95%	1%	2%	0%	1%	0%	C	0.112	F	0.535	1700	G
	To: 10-666															
	Bland County	6.14	470	G	92%	1%	4%	1%	2%	0%	C	0.129	F	0.567	490	G
	To: SR 61															
	Bland County	0.06	470	N	92%	1%	4%	1%	2%	0%	N	0.129	N	0.567	490	N
	To: I-77 West of Rocky Gap															
	Bland County	0.40	2200	G	95%	2%	1%	2%	1%	0%	C	0.102	F	0.555	2300	G
	To: SR 61 N Rocky Gap															
	Bland County	2.19	1100	G	96%	0%	1%	1%	1%	0%	C	0.114	F	0.797	1100	G
	To: I-77															
	From: US 11															
	Bland County	0.70	See I-77 for directional traffic volume estimates for this segment.													
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			27000	G	76%	1%	1%	0%	20%	1%	F	NA			23000	G
	To: I-77															

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							2Axle	3+Axle	1Trail	2Trail						
	From: Tazewell County Line															
	Bland County	10.53	530	G	97%	0%	1%	1%	1%	0%	F	0.097	F	0.654	540	G
 	From: US 52 West of Rocky Gap															
	Bland County	0.40	2200	G	95%	2%	1%	2%	1%	0%	C	0.102	F	0.555	2300	G
 	From: I-77 West of Rocky Gap															
	Bland County	0.06	470	N	92%	1%	4%	1%	2%	0%	N	0.129	N	0.567	490	N
	From: US 52 Rocky Gap															
	Bland County	7.42	340	G	95%	1%	1%	1%	1%	0%	C	0.1	F	0.686	350	G
	From: Giles County Line															
	North 	From: Wythe County Line														
	Bland County	0.69	14000	G	76%	1%	1%	1%	21%	1%	F	0.079	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	76%	1%	1%	0%	20%	1%	F	NA			24000	G
	From: 10-717															
	Bland County	5.45	13000	G	76%	1%	1%	1%	21%	1%	F	0.079	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	76%	1%	1%	0%	20%	1%	F	NA			23000	G
	From: US 52, SR 42															
	Bland County	6.11	15000	G	76%	1%	1%	1%	21%	1%	F	0.071	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	76%	1%	1%	0%	20%	1%	F	NA			24000	G
	From: 10-666															
	Bland County	3.94	13000	G	76%	1%	1%	1%	21%	1%	F	0.073	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		25000	G	76%	1%	1%	0%	20%	1%	F	NA			22000	G
	From: 10-606															
	Bland County	1.97	15000	G	76%	1%	1%	1%	21%	1%	F	0.071	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	76%	1%	1%	0%	20%	1%	F	NA			25000	G
	From: US 52, SR 61															
	Bland County	2.33	14000	A	76%	1%	1%	1%	21%	1%	C	0.148	A		12000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	A	76%	1%	1%	0%	20%	1%	C	0.13	A	0.613	24000	A
 	From: US 52															
	Bland County	0.70	13000	G	76%	1%	1%	1%	21%	1%	F	0.070	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	76%	1%	1%	0%	20%	1%	F	NA			23000	G
	From: West Virginia State Line															
	West Virginia (Maint: 10)	0.50	13000	G	76%	1%	1%	1%	21%	1%	F	0.070	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	76%	1%	1%	0%	20%	1%	F	NA			23000	G
	From: End of Tunnel, West Virginia															

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2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
South 	From: Wythe County Line															
	Bland County	0.87	14000	G	77%	1%	1%	0%	20%	1%	F	0.068	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	76%	1%	1%	0%	20%	1%	F	NA			24000	G
South 	To: 10-717															
	Bland County	5.70	13000	G	77%	1%	1%	0%	20%	1%	F	0.072	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	76%	1%	1%	0%	20%	1%	F	NA			23000	G
South 	To: US 52, SR 42															
	Bland County	6.05	13000	G	77%	1%	1%	0%	20%	1%	F	0.068	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	76%	1%	1%	0%	20%	1%	F	NA			24000	G
South 	To: 10-666															
	Bland County	3.87	13000	G	77%	1%	1%	0%	20%	1%	F	0.069	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		25000	G	76%	1%	1%	0%	20%	1%	F	NA			22000	G
South 	To: 10-606															
	Bland County	2.12	13000	G	77%	1%	1%	0%	20%	1%	F	0.07	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	76%	1%	1%	0%	20%	1%	F	NA			25000	G
South 	To: SR 61															
	Bland County	1.79	14000	A	77%	1%	1%	0%	20%	1%	C	0.137	A		12000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	A	76%	1%	1%	0%	20%	1%	C	0.13	A	0.613	24000	A
South  	To: US 52; SR 598															
	Bland County	0.79	13000	G	77%	1%	1%	0%	20%	1%	F	0.069	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	76%	1%	1%	0%	20%	1%	F	NA			23000	G
South 	To: West Virginia State Line															
	West Virginia (Maint: 10)	0.50	13000	G	77%	1%	1%	0%	20%	1%	F	0.069	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	76%	1%	1%	0%	20%	1%	F	NA			23000	G
	To: End of Tunnel, West Virginia															
	From: US 52 Bland CH															
	Bland County	0.50	240	G	98%	2%	0%	0%	0%	0%	C	0.123	F	0.5	240	G
	To: 10-605 South of Bland CH															
	From: I-77 North															
	Bland County	4.16	170	G	99%	0%	0%	0%	1%	0%	C	0.122	F	0.609	170	G
	To: West Virginia State Line															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bland County																
F1	0.96	NA	From:	Dead End								NA	NA			
			To:	10-617												
F2	0.17	NA	From:	10-616								NA	NA			
			To:	Dead End												
F3	0.24	NA	From:	Dead End								NA	NA			
			To:	10-666												
F3	0.29	NA	From:	Dead End								NA	NA			
			To:	Dead End												
F48	0.45	NA	From:	US 52								NA	NA			
			To:	Dead End												
600	2.60	20	From:	Wythe County Line								NA	NA	10/10/2003		
			To:	10-601												
601	11.40	290	From:	10-603; 10-617								NA	NA	10/10/2003		
			To:	Pulaski County Line												
602	1.25	80	From:	Dead End								NA	NA	10/10/2003		
			To:	1.25 ME OF Dead End												
602	0.80	90	From:	Dead End								NA	NA	10/10/2003		
			To:	10-668												
602	0.35	90	From:	Dead End								NA	NA	10/10/2003		
			To:	10-632												
602	0.40	100	From:	Dead End								NA	NA	10/10/2003		
			To:	0.40 ME 10-632												
602	0.80	100	From:	Dead End								NA	NA	10/10/2003		
			To:	10-601												
603	1.60	20	From:	Wythe County Line								NA	NA	10/10/2003		
			To:	10-601; 10-717												
604	3.47	280	From:	SR 42								NA	NA	10/07/2003		
			To:	10-651												
604	1.50	130	From:	Dead End								NA	NA	10/07/2003		
			To:	1.50 ME 10-651												
604	2.10	70	From:	Dead End								NA	NA	10/07/2003		
			To:	10-608												
604	0.40	60	From:	Dead End								NA	NA	10/07/2003		
			To:	0.40 ME 10-608												
604	0.50	60	From:	Dead End								NA	NA	10/07/2003		
			To:	Dead End												
605	0.30	70	From:	Dead End								NA	NA	10/07/2003		
			To:	0.30 MW Dead End												
605	0.59	170	From:	Dead End								NA	NA	10/07/2003		
			To:	0.89 MW Dead End												
605	0.21	190	From:	Dead End								NA	NA	10/07/2003		
			To:	1.10 MW Dead End												
605	0.50	210	From:	Dead End								NA	NA	10/07/2003		
			To:	SR 98												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year					
2Axle 3+Axle 1Trail 2Trail																					
Bland County																					
606	0.06	370	From:	US 52										C	0.111	F	0.571	380	G	2005	
			To:																		
606	Wilderness Rd	5.03	1100	From:	I-77										F	0.095	F	0.651	1200	G	2005
				To:																	
606		4.49	890	From:	10-608 WEST										F	0.098	F	0.513	910	G	2005
				To:																	
606		3.94	870	From:	10-608 MID										C	0.11	F	0.617	890	G	2005
				To:																	
607		1.89	70	From:	10-608													NA		10/02/2003	
				To:																	
607		0.71	70	From:	1.89 ME 10-608													NA		10/02/2003	
				To:																	
608		0.60	200	From:	SR 42 WEST													NA		10/07/2003	
				To:																	
608		1.10	80	From:	10-604													NA		10/07/2003	
				To:																	
608		1.90	70	From:	1.10 ME 10-604													NA		10/07/2003	
				To:																	
608		1.40	70	From:	Jefferson Forest Boundary													NA		10/07/2003	
				To:																	
608		0.60	110	From:	10-639													NA		10/07/2003	
				To:																	
608		3.40	360	From:	SR 42 EAST													NA		10/02/2003	
				To:																	
608		2.44	180	From:	10-606 EAST 10-606 WEST													NA		10/02/2003	
				To:																	
608		0.90	60	From:	10-677													NA		10/02/2003	
				To:																	
608		2.28	220	From:	10-609													NA		10/02/2003	
				To:																	
609		1.80	110	From:	10-608													NA		10/02/2003	
				To:																	
610		1.10	50	From:	Smyth County Line													NA		10/10/2003	
				To:																	
610		0.80	70	From:	10-742													NA		10/10/2003	
				To:																	
611		0.10	80	From:	SR 42													NA		10/02/2003	
				To:																	
611		0.50	80	From:	0.10 MN SR 42													NA		10/02/2003	
				To:																	
611		1.53	70	From:	0.60 MN SR 42													NA		10/02/2003	
				To:																	
612		0.56	100	From:	US 52													NA		10/02/2003	
				To:																	
612		4.22	100	From:	0.56 ME US 52													NA		10/02/2003	
				To:																	
612				From:	4.78 ME US 52																
				To:																	

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bland County																
			From:	4.78 ME US 52												
(612)	0.89	90		R							NA			NA		10/02/2003
			To:	5.67 ME US 52												
(612)	0.75	100		R							NA			NA		10/12/2003
			To:	10-627												
(612)	1.55	90		R							NA			NA		10/02/2003
			To:	10-611												
(612)	2.90	100		R							NA			NA		10/02/2003
			To:	10-631												
(612)	0.81	330		R							NA			NA		10/02/2003
			To:	10-606												
			From:	Dead End												
(613)	0.37	40		R							NA			NA		09/30/2003
			To:	0.37 ME Dead End												
(613)	0.60	80		R							NA			NA		09/30/2003
			To:	0.97 ME Dead End												
(613)	0.20	100		R							NA			NA		09/30/2003
			To:	1.17 ME Dead End												
(613)	4.71	780		R							NA			NA		09/30/2003
			To:	10-663												
(613)	0.50	800		R							NA			NA		09/30/2003
			To:	US 52												
(613)	6.16	680		R							NA			NA		09/30/2003
			To:	Dead End												
			From:	Tazewell County Line												
(614)	12.70	1400		R							NA			NA		09/30/2003
			To:	US 52												
			From:	US 52 SOUTH												
(615)	1.20	420		R							NA			NA		09/30/2003
			To:	10-620												
(615)	2.95	70		R							NA			NA		09/30/2003
			To:	2.95 MN 10-620												
(615)	0.25	100		R							NA			NA		09/30/2003
			To:	10-618												
(615)	4.37	1100		R							NA			NA		09/30/2003
			To:	10-649												
(615)	0.32	1300		R							NA			NA		09/30/2003
			To:	US 52 NORTH												
(615)	0.59	440		R							NA			NA		09/30/2003
			To:	Dead End												
			From:	10-617												
(616)	0.30	60		R							NA			NA		10/10/2003
			To:	FR-2												
			From:	US 52 SOUTH												
(617)	3.80	60		R							NA			NA		10/10/2003
			To:	10-619												
(617)	1.97	180		R							NA			NA		10/10/2003
			To:	10-616												
(617)	1.00	400		R							NA			NA		10/10/2003
			To:	US 52 NORTH												
			From:	10-615												
(618)	1.20	120		R							NA			NA		09/30/2003
			To:	Dead End												

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bland County																
619	0.40	30	From:	10-617							NA		NA		10/10/2003	
			To:	Dead End												
620	1.80	200	From:	Dead End							NA		NA		09/30/2003	
			To:	10-615												
621	3.00	230	From:	SR 42							NA		NA		10/10/2003	
			To:	US 52												
622	1.00	60	From:	SR 42 SOUTH							NA		NA		10/10/2003	
			To:	1.00 ME SR 42												
622	0.30	60	From:	R							NA		NA		10/10/2003	
			To:	10-626 WEST												
622	1.40	70	From:	R							NA		NA		10/10/2003	
			To:	10-626 EAST												
622	0.30	60	From:	R							NA		NA		10/10/2003	
			To:	0.30 ME 10-626												
622	0.40	60	From:	R							NA		NA		10/10/2003	
			To:	Jefferson Forest Boundary												
622	0.40	60	From:	R							NA		NA		10/10/2003	
			To:	10-625 WEST												
622	0.53	60	From:	R							NA		NA		10/10/2003	
			To:	10-625 EAST												
622	0.70	70	From:	R							NA		NA		10/10/2003	
			To:	10-624												
622	2.30	60	From:	R							NA		NA		10/10/2003	
			To:	10-623												
622	2.70	70	From:	R							NA		NA		10/10/2003	
			To:	SR 42 WEST												
622	2.30	70	From:	R							NA		NA		10/10/2003	
			To:	SR 42 EAST												
622	1.40	150	From:	R							NA		NA		10/10/2003	
			To:	Dead End												
623	0.81	130	From:	10-622							NA		NA		10/10/2003	
			To:	SR 42 WEST												
623	7.40	30	From:	SR 42 EAST							NA		NA		10/10/2003	
			To:	Tazewell County Line												
624	1.00	70	From:	Dead End							NA		NA		10/10/2003	
			To:	10-622												
625	0.50	10	From:	Dead End							NA		NA		10/10/2003	
			To:	10-622 WEST												
625	0.60	160	From:	10-622 EAST							NA		NA		10/10/2003	
			To:	SR 42												
625	0.40	50	From:	R							NA		NA		10/10/2003	
			To:	10-647												
625	0.30	30	From:	R							NA		NA		10/10/2003	
			To:	0.30 MN 10-647												
625	6.40	20	From:	R							NA		NA		10/10/2003	
			To:	Dead End												

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bland County																
			From:	10-622 WEST												
(626)	2.20	40	R								NA			NA		10/10/2003
			To:	2.20 ME 10-622												
(626)	0.60	60	R								NA			NA		10/10/2003
			From:	10-622 EAST												
(626)	0.85	150	R								NA			NA		10/10/2003
			To:	SR 42												
			From:	Dead End												
(627)	0.80	30	R								NA			NA		10/02/2003
			To:	10-612												
			From:	US 52 SOUTH												
(628)	0.47	510	R								NA			NA		09/30/2003
			To:	US 52 NORTH												
			From:	10-606												
(629)	1.30	250	R								NA			NA		10/02/2003
			To:	Dead End												
			From:	Dead End												
(630)	0.19	0	R								NA			NA		09/30/2003
			To:	10-665												
			From:	10-612												
(631)	1.75	200	R								NA			NA		12/27/2000
			To:	Dead End												
			From:	10-602												
(632)	0.24	10	R								NA			NA		10/10/2003
			To:	Dead End												
			From:	Dead End												
(633)	0.65	70	R								NA			NA		10/02/2003
			To:	10-631												
			From:	10-738												
(634)	0.57	160	R								NA			NA		12/27/2000
			To:	SR 42												
			From:	10-637												
(635)	0.07	46	R								NA			NA		09/30/2003
			To:	Cul-de-Sac												
			From:	Dead End												
(636)	0.10	220	R								NA			NA		12/18/2000
			To:	10-615												
(636)	0.06	30	R								NA			NA		12/18/2000
			To:	10-648												
			From:	10-615												
(637)	0.10	70	R								NA			NA		12/18/2000
			To:	10-636												
			From:	10-629												
(638)	0.47	110	R								NA			NA		10/02/2003
			To:	Dead End												
			From:	10-608												
(639)	0.20	20	R								NA			NA		10/07/2003
			To:	Dead End												
			From:	Dead End												
(640)	1.00	20	R								NA			NA		10/07/2003
			To:	10-738												
(640)	3.00	80	R								NA			NA		10/07/2003
			To:	3.00 ME 10-738												
(640)	0.70	30	R								NA			NA		10/07/2003
			To:	Dead End												

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bland County																
From: 641	0.03	20	R			10-606					NA			NA		12/27/2000
To: 641						0.03 MN 10-606										
From: 641	0.12	20	R								NA			NA		12/27/2000
To: 641						Dead End										
From: 642	0.70	30	R			US 52 SOUTH					NA			NA		09/30/2003
To: 642						US 52 NORTH										
From: 643	0.40	20	R			Dead End					NA			NA		09/30/2003
To: 643						US 52										
From: 644	0.40	40	R			Dead End					NA			NA		09/30/2003
To: 644						SR 61										
From: 645	1.10	60	R			Dead End					NA			NA		10/07/2003
To: 645						SR 42										
From: 646	0.37	60	R			10-615 WEST					NA			NA		09/30/2003
To: 646						0.37 ME 10-615										
From: 646	2.31	160	R								NA			NA		09/30/2003
To: 646						10-615 EAST										
From: 647	0.32	20	R			Dead End					NA			NA		10/10/2003
To: 647						10-625										
From: 648	0.49	30	R			US 52					NA			NA		12/18/2000
To: 648						Dead End										
From: 649	0.03	30	R			Dead End					NA			NA		12/18/2000
To: 649						10-654										
From: 649	0.14	120	R								NA			NA		12/18/2000
To: 649						10-615										
From: 650	0.90	30	R			Dead End					NA			NA		09/30/2003
To: 650						SR 61										
From: 651	0.23	20	R			Dead End					NA			NA		10/07/2003
To: 651						10-604										
From: 652	0.05	30	R			Dead End					NA			NA		09/30/2003
To: 652						10-628										
From: 653	0.20	50	R			10-738					NA			NA		10/07/2003
To: 653						Dead End										
From: 654	0.08	100	R			10-649					NA			NA		12/18/2000
To: 654						10-615										
From: 655	0.16	60	R			US 52					NA			NA		09/30/2003
To: 655						Dead End										
From: 656	0.86	40	R			Dead End					NA			NA		10/07/2003
To: 656						10-658										
From: 656	1.40	150	R								NA			NA		12/27/2000
To: 656						10-1001										

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bland County																
(656)	0.07	130	From:	10-1001								NA		NA		12/27/2000
			To:	SR 98												
(657)	0.25	110	From:	10-614								NA		NA		12/18/2000
			To:	Dead End												
(658)	1.21	30	From:	Dead End								NA		NA		10/07/2003
			To:	10-656												
(659)	0.45	90	From:	US 52								NA		NA		12/27/2000
			To:	Dead End												
(660)	0.10	190	From:	Dead End								NA		NA		12/18/2000
			To:	SR 61												
(661)	0.03	0	From:	10-653								NA		NA		10/07/2003
			To:	Dead End												
(662)	0.30	50	From:	10-606								NA		NA		12/27/2000
			To:	Dead End												
(663)	0.08	20	From:	10-613								NA		NA		12/18/2000
			To:	Dead End												
(664)	0.20	0	From:	Dead End								NA		NA		12/27/2000
			To:	10-608												
(665)	0.55	110	From:	Dead End								NA		NA		12/18/2000
			To:	US 52												
(666)	0.15	2400	From:	US 52								NA		NA		12/18/2000
			To:	I-77 WEST RAMP												
(666)	0.17	1700	From:	I-77 WEST RAMP								NA		NA		12/18/2000
			To:	I-77 EAST RAMP												
(666)	0.01	880	From:	I-77 EAST RAMP								NA		NA		12/18/2000
			To:	FR-3												
(667)	0.49	490	From:	Dead End								NA		NA		12/27/2000
			To:	SR 42												
(668)	0.05	0	From:	Dead End								NA		NA		10/10/2003
			To:	10-602												
(670)	1.75	70	From:	10-738								NA		NA		12/27/2000
			To:	1.75 ME 10-738												
(670)	1.55	90	From:	10-738								NA		NA		10/07/2003
			To:	Giles County Line												
(671)	0.42	110	From:	10-606								NA		NA		12/27/2000
			To:	Dead End												
(674)	0.15	NA	From:	US 52								NA		NA		
			To:	Dead End												

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
2Axle 3+Axle 1Trail 2Trail																	
Bland County																	
From: 677						10-608											
677	1.20	170	R								NA			NA		12/27/2000	
To: 677						10-609											
677	0.10	120	R								NA			NA		10/02/2003	
To: 677						Giles County Line											
Giles County																	
From: 677						Giles County Line											
677	1.90	120	R								NA			NA		10/02/2003	
To: 677						Dead End											
Bland County																	
From: 678						SR 61 WEST											
678	1.65	120	R								NA			NA		12/18/2000	
To: 678						1.65 ME SR 61											
678	0.80	70	R								NA			NA		12/18/2000	
To: 678						2.45 ME SR 61											
678	1.12	70	R								NA			NA		12/18/2000	
To: 678						SR 61 EAST											
From: 679						Dead End											
679	0.10	60	R								NA			NA		12/18/2000	
To: 679						US 52											
From: 680						10-615; 10-620											
680	0.89	150	R								NA			NA		12/18/2000	
To: 680						Cul-de-Sac											
From: 684						10-617											
684	0.32	NA									NA			NA			
To: 684						Dead End											
From: 690						10-660											
690	0.30	180	R								NA			NA		12/18/2000	
To: 690						Dead End											
From: 717						Wythe County Line											
717	0.05	330	G	95%	0%	2%	0%	2%	0%	F	0.098	F	0.697	340	G	2005	
To: 717						I-77 WEST RAMP											
717	0.30	380	R								NA			NA		12/27/2000	
To: 717						I-77 EAST RAMP											
717	1.83	310	R								NA			NA		12/27/2000	
To: 717						10-601											
From: 738						Pulaski County Line											
738	2.31	80	R								NA			NA		12/27/2000	
To: 738						10-670											
738	2.85	320	R								NA			NA		12/27/2000	
To: 738						10-640 SOUTH											
738	0.53	340	R								NA			NA		12/27/2000	
To: 738						10-634											
738	0.37	360	R								NA			NA		12/27/2000	
To: 738						SR 42											
From: 742						Smyth County Line											
742	0.30	10	R								NA			NA		10/10/2003	
To: 742						10-610											
From: 1001						10-656											
1001	0.13	280	R								NA			NA		12/27/2000	
To: 1001						10-1002											
1001	0.18	1300	R								NA			NA		12/27/2000	
To: 1001						US 52											
1001	0.09	160	R								NA			NA		12/27/2000	
To: 1001						10-1005											

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bland County																
1002	0.05	520	R	From: 10-1001								NA		NA		12/27/2000
				To: SR 98												
1002	0.08	NA		From: Dead End								NA		NA		
				To: 10-1001												
1003	0.05	690	R	From: SR 98								NA		NA		12/27/2000
				To: Dead End												
1004	0.16	50	R	From: SR 42								NA		NA		12/27/2000
				To: US 52 WEST												
1005	0.35	320	R	From: 10-1001								NA		NA		12/27/2000
				To: US 52 EAST												
1005	0.12	100	R	From: 10-1006								NA		NA		12/27/2000
				To: SR 42												
1005	0.08	60	R	From: 10-1005								NA		NA		12/27/2000
				To: Dead End												
1007	0.05	70	R	From: US 52								NA		NA		12/27/2000
				To: 10-1004												
1008	0.11	210	R	From: US 42								NA		NA		12/27/2000
				To: Dead End												
1009	0.07	30	R	From: 10-1008								NA		NA		12/27/2000
				To: Dead End												
1010	0.15	9	R	From: Dead End								NA		NA		12/27/2000
				To: US 52												
1011	0.22	1100	R	From: SR 42								NA		NA		12/27/2000
				To: Dead End												
9049	0.03	45	R	From: 10-606								NA		NA		1992
				To: Holly Brook School												
9050	0.08	390	R	From: SR 42								NA		NA		1992
				To: Bland Elementary School												
9051	0.10	46	R	From: Ceres Elementary School								NA		NA		1992
				To: 10-625												
9628	0.08	47	R	From: 10-615								NA		NA		1992
				To: Bastian Elementarv School												